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SUBJECT Harbor Installations in Leningrad.

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THIS IS UNEVALUATED INFORMATION

1. In the spring of 1946, the reconstruction and expansion of the harbor installations at Leningrad (59°55'N/30°15'E) was begun. A damaged section of about 500 meters was rebuilt with concrete on the Tamozhennaya Quay (Custom Quay). Several damaged small sheds were razed on the same quay. The large shed located at the western end was used as a depot for tea, coffee, and cocoa. The central storage shed, one of the three depots located on the eastern part, was destroyed and had not been rebuilt. The eastern shed was used for storing wool and textiles and the western one for confiscated goods from Germany. Several cranes were repaired and erected on this quay. Some of these operations were performed by means of a large German floating crane.
2. Most of the reconstruction work was completed in the spring of 1948. After that merchant vessels, between 3,000 and 4,000 tons, sailing under the Finnish flag and importing butter and fish, docked again alongside this quay. No more than three or four vessels were simultaneously moored beside the quay. Sometimes the vessels docked beside the quay for two weeks.
3. On the Canal Quay about 500 meters was repaired. This quay was built of cemented natural stones. The repairs were nearly finished in March 1948.
4. A two-story cold storage building, 100 x 200 meters, was erected on this quay. and 6 three-story storerooms, about 60 x 20 x 10 meters, were also built there. The latter were built of concrete with roofs covered by concrete slabs fixed to a special roof structure. In one shed cement was stored; the others were filled with goods from Germany (engine parts, optical instruments, rubber articles, linen, carpets, and victuals).
5. This quay is equipped with about 10 cranes of various sizes. Their lifting capacity is not known. The cranes can be moved on a track running along the entire length of the quay. A spur track runs along the entire length of the quay behind the sheds and leads to the nearby harbor railroad station. Part of the track was newly laid. Traffic of merchant vessels on this quay was rather heavy; about three vessels per week arrived there, most of them brought food.
6. The entire harbor district was surrounded by a high board fence, and each part of the harbor had only one entrance which was closely guarded by civilians. *

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☐ Comment. The Russians seem to have first repaired and expanded the parts of the harbor on the Custom Quay and on the quay on the eastern bank of the Sea Canal which had been destroyed by enemy action. These two quays were the most important parts of the harbor of Leningrad and were mainly used in the transloading of imported goods.

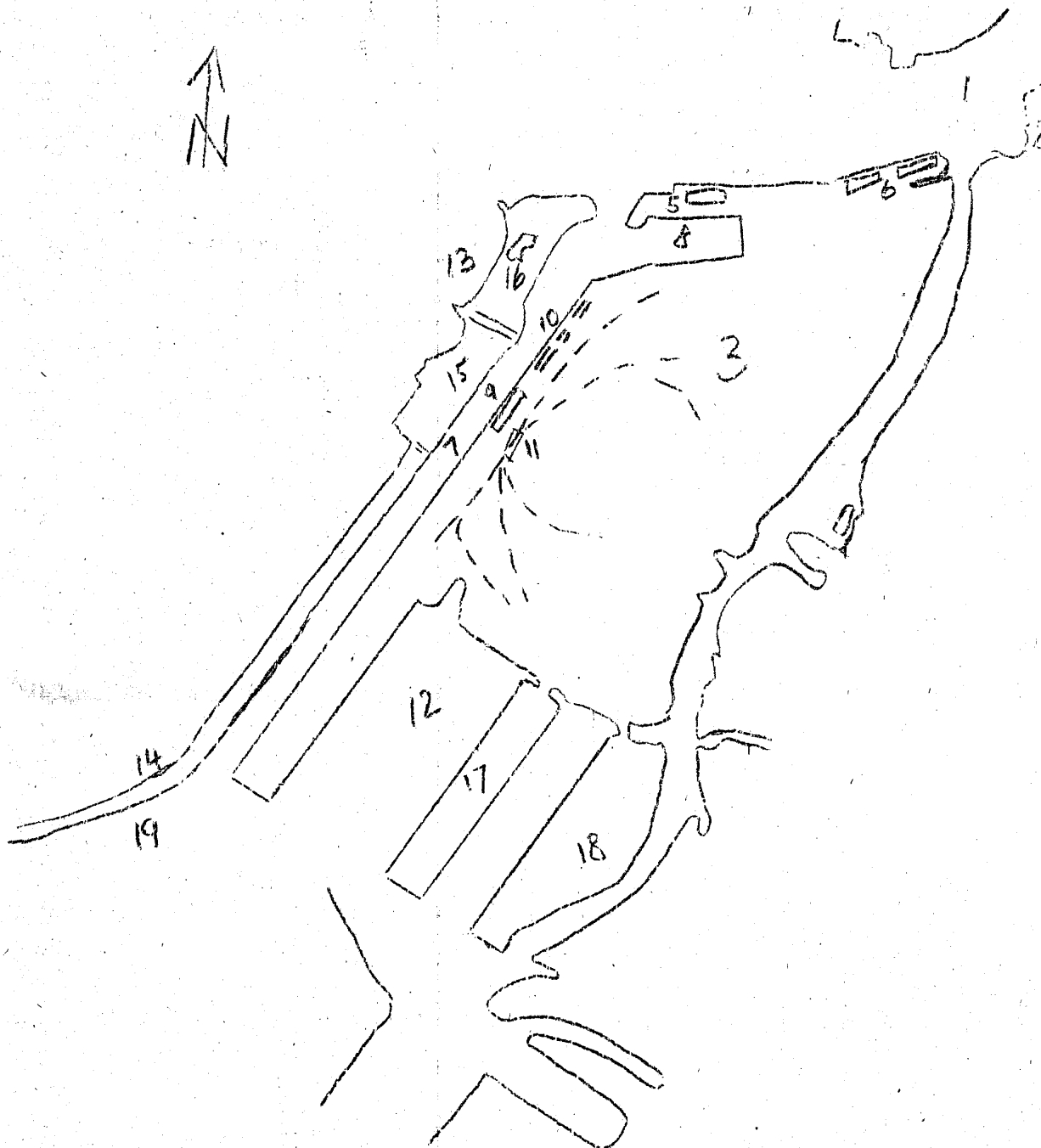
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Harbor Installations in Leningrad

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|--|------------------------|
| 1 Great Neva | 14 Northern jetty |
| 2 Marti Shipyard | 15 Kanonerski Shipyard |
| 3 Volny Island | 16 Power station |
| 4 Tamozhnaya Quay (Custom Quay) | 17 Lumber quay |
| 5 Large workshop | 18 Lumber yard |
| 6 Storage sheds | 19 Sea Canal |
| 7 Morskoy Canal | |
| 8 Gutuevski or Privoznaya Harbor (Import Harbor) | |
| 9 Cold storage building | |
| 10 Six storerooms | |
| 11 Harbor area | |
| 12 Lumber or grain harbor | |
| 13 Kanonerski Island | |

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